

B. T. TAYLOR,
Steamer.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1880. 日一初月六年七十二號光

TUESDAY, JULY 16, 1901.

二拜禮 號六十月七英港香

THIRTY DOLLARS
PER ANNUM.

Banks.
THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 21,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALCED 6,000,000
RESERVE FUND 8,310,000
Head Office:—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIEN. NEWCHWANG.
LONDON BANKERS:—THE LONDON JOINT STOCK BANK, LTD.
PAKES' BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG BRANCH.—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" " 4 "
" " 3 "
TARO HODSUMI,
Manager.

Hongkong, 17th April, 1901. [11]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.
Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENSIN.
HANKOW.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3% per Annum Fixed Deposits for 3 months
" " 6 "
" " 12 "
" E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.
Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:
Chin Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR,

Interest for 12 months Fixed 5%
Hongkong, 20th December, 1899. [15]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$3,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
A. Haupt, Esq.
D. M. Moses, Esq. N. A. Siebs, Esq.
A. J. Raymond, Esq. H. W. Slade, Esq.
R. L. Richardson, Esq. H. E. Tomkins, Esq.
H. Schubart, Esq. Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:

Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 4th June, 1901. [19]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10]

**THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE
HOLDERS £800,000
RESERVE FUND £575,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.

" " 6 " 38 "
" " 3 " 28 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE:—GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 p. Cask of 375 lbs. Net ex Factory.
\$3.30 p. Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st June, 1901. [10]

Intimations.

LANE, CRAWFORD & CO.
SHIPCHANDLERS AND SHIPS' UPHOLSTERERS, DECK AND ENGINE
STORES OF BEST QUALITY AND AT REASONABLE PRICES.

Sole Agents for
T. & W. Smiths' Gold, Steel Wire Ropes and Hawser, Glenfield Boiler
Fluid, "Zynkara" Boiler Fluid, American "Valvoline,"
Holzapfels Soapstone for Ships' Holdings,
Topsides and Boot-Topping.

Also

**INTERNATIONAL COMPOSITION
FOR SHIPS' BOTTOMS.**

**SPECIALLY IMPORTED
HUBBUCK'S PAINTS, OILS, AND VARNISHES; LIFE BELTS, LIFE
BUOYS, BLISS LOGS, CHERUB LOGS, &c., &c.**

Ships' Upholstery, a Speciality under experienced European Supervision.

Hongkong, 9th July, 1901. [732c]

Fr. BLUNCK,

SILK LACE MANUFACTURER
AND
EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.

MANUFACTURER
and
RETAILER.

16th July, 1901. [735c]

\$12 PER DOZEN.

CLUB WHISKY

has reached the front rank because it is the best
value on the market.

\$12 PER DOZEN.

H. PRICE & Co.,

12, QUEEN'S ROAD.

Hongkong, 20th June, 1901. [20]

Intimations.

Bovril Promotes Energy and takes away
that tired feeling which life in the East pro-
duces. Unrivalled for Athletes and persons
of either sex cultivating physical strength.
To be obtained at all Stores, Chemists and
Hotels throughout Hongkong, China and
Japan. [287c]



BOVRIL PROMOTES HEALTH,
STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE

UNITED ASBESTOS CO., LTD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT THOMAS SKINNER.

SUPERINTENDENT ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

17 ...

STEAMERS.

SAILING DATES.

BAVARIA THURSDAY, 23rd July.

STUTTGART THURSDAY, 8th August.

KONIG ALBERT THURSDAY, 22nd August.

PRINZESS IRENE THURSDAY, 5th September.

PRINZ HEINRICH THURSDAY, 19th September.

PREUSSEN WEDNESDAY, 2nd and October.

HAMBURG, Hamburg-Amerika Line WEDNESDAY, 16th October.

SACHSEN WEDNESDAY, 30th October.

KIAUTSCHOU, Hamburg-Amerika Line WEDNESDAY, 13th November.

BAVARIA WEDNESDAY, 27th November.

STUTTGART WEDNESDAY, 11th December.

KONIG ALBERT WEDNESDAY, 25th December.

PRINZESS IRENE WEDNESDAY, 8th January, 1902.

PRINZ HEINRICH WEDNESDAY, 22nd January, 1902.

PREUSSEN WEDNESDAY, 5th February, 1902.

HAMBURG, Hamburg-Amerika Line WEDNESDAY, 16th February, 1902.

SACHSEN WEDNESDAY, 5th March, 1902.

ON THURSDAY, the 25th day of July, 1901, at NOON, the Steamer "BAVARIA" of the NORDDEUTSCHER LLOYD, Captain H. Bleeker, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 23rd instant, and Parcels will be received on Board until 5 P.M., or, WEDNESDAY, the 24th instant.

Contents of Packages are required, No parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Line can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS. [22]

Hongkong, 11th July, 1901.

Hotels.

HONGKONG

HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 66.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [24]

CONNAUGHT HOUSE

RENOVATED FROM ROOF TO CELLAR.

SCRUPULOUS CLEANLINESS

GUARANTEED.

Special Terms for Monthly Boarders,

apply to the Manager

A. FONSECA. [25]

Hongkong, 1st July, 1901.

Intimations.

KELLY & WALSH LTD

JUST RECEIVED.

IMPERIAL PURE LINEN

NOTE PAPER AND ENVELOPES.

IMPERIAL PURE LINEN

is a high class linen paper of excellent finish and has been specially made

by one of the largest British paper manufacturers.

Made in all the regulation sizes and boxed in 5 quires, or in smaller

quantities with envelopes to match.

Hongkong, 15th July, 1901.

[690c]

THE VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

[755c]

ESSETS FLUID

VERSUS

PLAQUE.

What pure Carbolic Acid can do in

three hours ESSETS FLUID does
in nine minutes.The microbe or bacillus of bubonic
plague grows readily in artificial
media and is destroyed by Essets
Fluid.Essets Fluid is superior in every
way to pure Carbolic Acid.

Sole Agents:

WATKINS,
LIMITED.

QUEEN'S ROAD.

Hongkong, 6th July, 1901.

[740c]

NOW READY.

THE SPECIAL DESCRIPTIVE
AND
STATISTICAL EDITION
OF THE
“HONGKONG TELEGRAPH.”
TEN PAGES.
PRICE 50 CENTS.THOSE desirous of obtaining copies should
order early, as only a limited number
has been struck off and a Second Edition can-
not be printed.The Special Edition will be mailed to any
address on receipt of 56 cents to cover cost
and Postage.

Hongkong, 2nd May, 1901.

CLARETS.

ST. ESTEPHE.....\$ 6.98 8 Per Doz. Pcs.

ST. JULIEN.....8.00 9.60

LA ROSE.....12.98 13.92

CHATEAU HAUT BRION LARRIVET.....16.80 19.20

CHATEAU MOUTON D'AR- MAILHACQ.....21.00 22.20

CHATEAU PONTE CAR NET.....25.00

CHATEAU LA TOUR CAR NET.....30.00

CHATEAU RAUZAN.....42.00

CHATEAU LAFITE.....48.00

These CLARETS are bought direct

from the leading French growers.

The lowest priced are of exceptional

value and guaranteed to be the

genuine product of the juice of the

grape.

CHATEAU LA TOUR GARNET,
CHATEAU RAUZAN AND
CHATEAU LAFITEare commended to the notice of Con-
noisseurs as high-class after-dinner
Wines.We guarantee our Wines and Spirits
to be genuine only when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.BIRTH:
At No. 28, Sophia Road, Singapore, on the
8th inst., the wife of Dr. J. M. HANDY, pro-
prietor of St. Mary's Dispensary, Singapore, of
a son.MARRIAGE:
On June 2nd, at All Saints Church, Batu
Gajah, Perak, by the Rev. H. Pyemont,
Chaplain, GEORGE LOVERIDGE BAILEY, of
Tapah, Perak, to FLORENCE ANNIE BAILLIE-
RULE, youngest daughter of the late Thomas
Baillie-Rule, of St. John's, Woking.DEATH:
On the 9th inst., at 93, River Valley Road,
Singapore, suddenly, A. ALLAN, Superintendent
of the Savings Bank, aged 45.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.THE appointment of Inspector G. Kemp to
second in command of the Fire Brigade and
consequently his removal from Tsing Tsa Tsui
will be felt by the Chinese of Kowloon. They
have learned to feel confidence in the big
graft man whose manner covered straight-
forward, manly, and kindly disposition.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.The King of Siam was expected to leave
Batavia on the 13th inst., and he will therefore
probably arrive at Singapore to-day.

THE HONGKONG TELEGRAPH

In answer to another question, the Acting Director of Public Works said the bath-house was to be a permanent one.

Chairman—if it should be successful, I am sure the Council will be ready to vote other sums for works of a similar nature.

The vote was agreed to.

The Chairman said the Governor recommended the Council to vote a sum of \$950 to defray, during the current year, the salary of an additional accounting clerk in the Public Works Department.

Salary for nine months from 1st April to 31st December, 1901, at \$100 per month.....\$900.00 Clerical assistance rendered during the month of March pending the appointment of the above mentioned Clerk.....50.00

Total.....\$950.00

The vote was agreed to.

The Chairman said that in the next minute the Governor recommended the Council to vote a sum of \$60,000 in aid of the vote "Other Miscellaneous Services" under the heading "Miscellaneous Services." In this vote was included Financial Minute No. 36. The increased expenditure made this vote of \$60,000 necessary.

The following statement was appended:

VOTES.

Stated by 1901 Estimates.....\$10,000.00

Financial Minute No. 3.....\$10,000.00

" " No. 5.....1,145.00

" " No. 7.....5,829.82

" " No. 9.....260.42

" " No. 12.....235.00

" " No. 13.....265.00

" " No. 15.....2,943.60

\$10,878.84

Balance.....79,182.55

\$100,061.39

EXPENDITURE.

Expenditure to June 30th—Plague \$25,386.88

" Other.....2,674.51

\$50,061.39

Estimated plague expenditure:

(i) Sanitary Board for June.....15,000.00

" July.....

August and September.....25,000.00

(ii) Police (Special Police and departments).....5,000.00

\$15,000.00

Estimated for expenses other than plague to December 9th.....5,000.00

\$10,000.00

The Governor next recommended the Council to vote a sum of \$100 for the opening of a stores account under the heading "Public Works Extraordinary."

Chairman—This is purely a bookkeeping transaction.

The vote was agreed to.

The Governor next recommended the Council to vote a sum of \$5,650.41 to meet the cost of laying a telegraph cable to Waglan Lighthouse.

ABSTRACT.

Joint Telegraph Company for supplying and laying cable.....\$8,160.00

Yau Kung Cheung for labour, etc.....403.41

Incidental Expenses.....36.00

Total.....\$8,659.41

The chairman said he thought the honourable members would pass this vote. The cable was a very necessary one and they were fortunate enough in securing the steamer of the Eastern Extension Telegraph Company. It was not laid, by contract and would have proved much more costly had they not been able to secure the service of this vessel.

The note was passed unanimously.

In the next minute the Governor recommended the Council to vote "Miscellaneous Works" under the heading "Public Works, Annually Recurrent Expenditure" to meet the cost of increasing the height of the windows on the ground-floor of the Central Market in order to improve the natural lighting.

The Chairman—Complaints have been made that the Central Market is somewhat dark, and it is hoped by this improvement that more light will be obtained.

Hon. C. P. Chater—I think it will be a great improvement.

The vote was agreed to.

In the next minute the Governor recommended the Council to vote a sum of \$20.41, being amount due to the Crown Agents for expenses incurred in connection with the selection of the three lighthouse-keepers for Waglan Island Lighthouse.

The Chairman—As the honourable members doubtless know, the Government recently took over the Waglan Lighthouse from the Chinese Government, and in order to maintain the Lighthouse properly it is necessary to have the services of three lighthouse-keepers. The sum asked for is in connection with the retaining of such services.

The note was agreed to.

In the next minute the Governor recommended the Council to vote a sum of \$20 to defray, during the current year, the salary of an additional quartermaster and a seaman for the steam tender *Stanley*.

Salary of Quartermaster from 1st June to 31st December, 1901, at \$16 per month.....\$112.00

Salary of Seaman from 1st June to 31st December, 1901, at \$14 per month.....98.00

Total.....\$210.00

The Chairman—it has been found that the crew of the *Stanley* is not sufficient, and that an additional quartermaster and seaman are necessary.

The note was agreed to.

In the next minute the Governor recommended the Council to vote a sum of \$57,120 for the erection of a derrick, &c., on a new site at Cap Rock:

(i) Formation of site for new derrick, new path and improvement of site of existing derrick.....\$6,500.00

(2) Dock Company's tender for new job for existing derrick and for removal of existing derrick to new site.....620.00

Total.....\$7,120.00

The following votes as proposed by the Chairman were all agreed to:

The Governor recommends the Council to vote a sum of One hundred and fifty-six Dollars (\$156) to cover the wages of two Chinese Watchmen for Waglan Island Lighthouse from 16th June to 31st December, 1901; at \$12 per month each.

The Governor recommends the Council to vote a sum of Six thousand Dollars (\$6,000) to cover the cost of the improvement in lighting the approaches to the Harbour of Hongkong during the current year.

The Governor recommends the Council to vote a sum of One hundred and one Dollars and one Cent (\$101.01) in aid of the vote for the construction of an Armoury for the Police.

The Governor recommends the Council to vote a sum of \$1,200,000 to cover the salary of an additional

Overseer for the Public Works Department from 16th June to 31st December, 1901, at \$100 per month.

The Governor recommends the Council to vote a sum of Four thousand and seven hundred Dollars (\$4,700) to cover the cost of training and diverting the Nullah in the vicinity of the Tram Station.

SHAKESPEARE UP TO DATE.

Friends, Britons, Chinamen, lend me your ears. I come to judge your city, not to praise it. The evils which men do bring epidemics; the good is very often pigeon-holed. So let it be with Hongkong.

The noble Chadwick hath told you that Hongkong was insanitary. If it were so, it were a grievous fault, and grievously hath Hongkong answered it. Here leave of Joseph and the rest. (For Joseph is an honourable man, so are they all, all honourable men,) come I to speak in Sanitation's name. Hongkong is fumed; the portal of the East. Yet Chadwick says it was insanitary; and Chadwick is an honourable man. He hath sent in reports on Hongkong's filth, which letters did waste paper baskets fill. Did this improve our sanitation? When that the poor have died Chadwick reported. Reports that should have claimed attention then. And Chadwick speaks of want of sanitation; and Chadwick is an honourable man.

You all have seen how, battling with the Board, Clark carried motions, time and time again, which always were ignored. Did this bring sanitation? Yet Chadwick says Hongkong's insanitary and, sure, he is an honourable man. I speak not to disprove what Chadwick spake, but here I am to speak what I do know. Hongkong was cleanly once, long ago; what cause withholds you then to clean it now? Oh judgment, thou art led to brutalise beasts! and men have lost their reason. Bear with me, my heart's in sanitary schemes with Chadwick, and I must pause till I come back to me.

But yesterday the port of Hongkong was the healthiest of all. Now lies she there and ocean tramps even shun her stricken shore. Oh masters, if we were disposed to stir your hearts and minds on sanitary schemes, I should quote Chadwick's words and Clark's reports. Who, you all know, are honourable men. I will not quote their words, I rather choose to let you see and judge than I will quote such oft-repeated warnings.

But here's a paper with the seal of Chadwick; I found it in his office; 'tis a plan. Let not the Chinese hear this building scheme, which, pardon me, I do not mean to rend, and they would go and burn down half Hongkong, tear rebuilt houses on Fung Wa Chun's plan and, dying, mention them with their wills, bequeathing them as a rich object lesson unto their offspring.

Have patience gentle friends, I must not read it. It is not meet you know how Chadwick laboured. You are not wood, you are not stones, but men; and, being men, heating this plan of Chadwick's, it will inflame you, it will make you mad. 'Tis good you know not what this plan of his, was pigeonholed for close on twenty years!

Mr. George Watt said—The godown where the arms were stored had not been approved of in writing. He seized the cases of arms. He opened two cases.

Mr. Hastings, for the defence, said the facts that had been heard did not place the defendants under section 12 of the Arms Ordinance. The defendants were not vendors, dealers or owners of these arms, simply agents for the ship that brought them. The arms were not for Hongkong but were landed for transhipment to Tientsin.

Mr. Oldrop and Mr. H. A. Siebs were called to support the view taken by Mr. Hastings. Mr. Hazelton adjourned the case sine die, reserving his decision, of which due notice would be given.

Sgt. George Watt said—The godown where the arms were stored had not been approved of in writing. He seized the cases of arms. He opened two cases.

Mr. Hastings, for the defence, said the facts that had been heard did not place the defendants under section 12 of the Arms Ordinance. The defendants were not vendors, dealers or owners of these arms, simply agents for the ship that brought them. The arms were not for Hongkong but were landed for transhipment to Tientsin.

Mr. Dillon: But the P. and O. Company still persist in their course.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mr. Ritchie: Yes, and their crew space is still being disallowed.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU	KOBE and YOKOHAMA	TO-MORROW, 17th July, at 4 P.M.
F. DAVIES	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 19th July, at Noon.
KAGOSHIMA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th July, at Noon.
K. Kori	HAMA	FRIDAY, 19th July, at Noon.
KASUGA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 26th July, at Daylight.
H. Fraser	SYDNEY and MELBOURNE via TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.
KANAGAWA MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 29th July, at 4 P.M.
J. MacKenzie	U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 2nd August, at Daylight.
YAWATA MARU	KOBE and YOKOHAMA	J. W. Wale.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

[6]

Hongkong, 16th July, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, via INLAND SEA OF JAPAN AND HONOLULU.



PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU
(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Tuesday, 30th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Saturday, 27th Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Tuesday, 17th Sept., at Noon.

THE Twin Screw Steamship.

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th instant; at Noon, taking Freight and Passengers for Japan; the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 6th July, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons Captains Proposed Sailing.

Glenogle 3,750 W. Frakes July 26
Tacoma 2,811 J. Alwen Aug. 6
Brassey 3,601 W. Watt Aug. 27
Duke of York 3,821 J. S. Cox to

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The RAILROAD travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental train day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 16th July, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON" about 1st Aug.

"HEATHBURN" about 15th Aug.

"JUPITER" "SATSUMA" "RICHMOND CASTLE".

For further Information, apply to

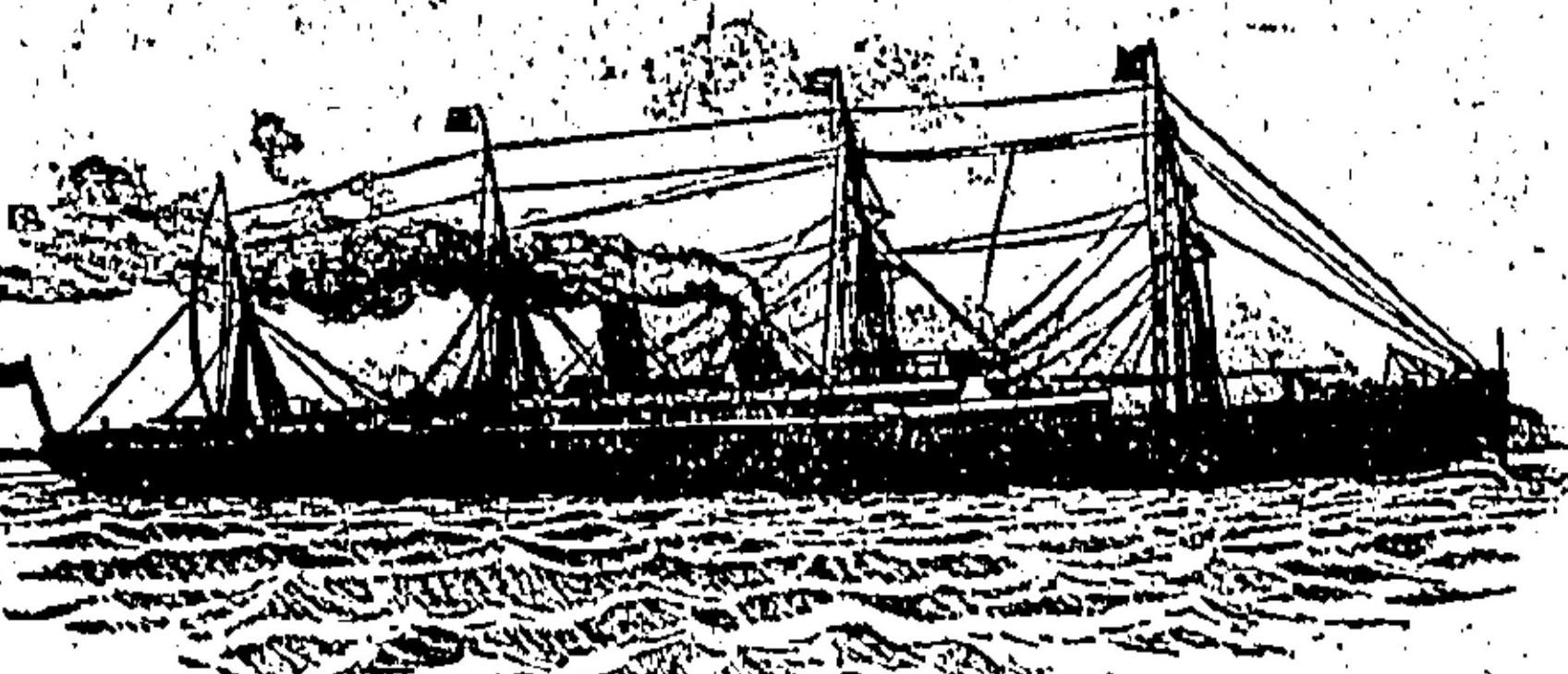
DODWELL, & CO., LIMITED, Agents.

Hongkong, 5th July, 1901.

[445c]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confirmed and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

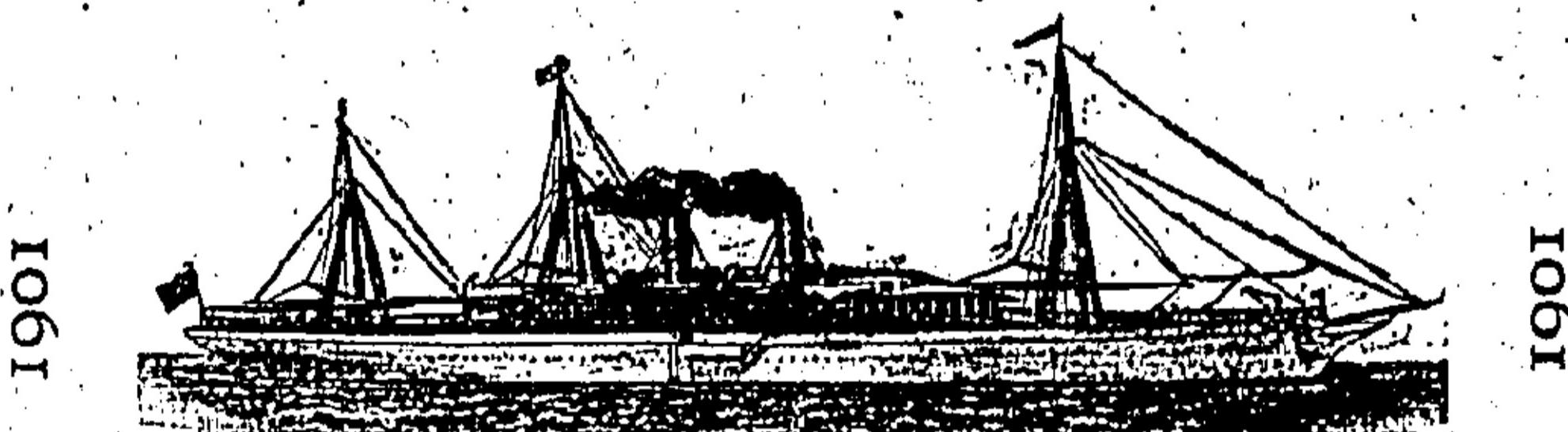
For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 13th July, 1901.

[1]

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 17th July.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 7th August.

EMPEROR OF INDIA ...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 28th August.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points are reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS—OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 26th June, 1901.

[13]

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRAUDTDAFFER DIENST.

(Taking Cargo at through Rates to ANWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIK PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

WUERZBURG ... HAVRE and HAMBURG. { 26th July. } Freight.

Schueder ... { (Calling at SINGAPORE and PENANG). }

"HEATHBURN" ... about 1st Aug.

"JUPITER" ... about 15th Aug.

"SATUMA" ...

"RICHMOND CASTLE" ...

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 13th June, 1901.

[431c]

[13]

[13]

[13]

[13]

[13]

[13]

[13]

[13]

[13]

[13]

[13]

[13]</div

BY THE MAIL.

(From Home Papers.)

In Parliament.

June 13th.

THE GERMAN GARRISON IN SHANGHAI.
Mr. Gretton asked the Under-Secretary for Foreign Affairs whether Shanghai was officially described by His Majesty's Government as within the area of the Tientsin provinces, and if he could state the reasons which had been put forward by the German Government to justify the maintenance of a German military garrison in that city.

Viscount Cranborne: We have received no statement from the German Government bearing upon the retention of a German garrison there. Shanghai is in the province of Kiang-su, one of the provinces bordering on the Yangtze.

Mr. Joseph Walton asked the noble lord whether under the Anglo-German Agreement Germany was not acknowledged to possess the same rights and privileges in the Yangtze region as were claimed by Great Britain.

Viscount Cranborne asked for notice of the question.

TROOPS TO BE MAINTAINED IN CHINA.

Mr. H. Roberts asked the Under-Secretary for Foreign Affairs whether he was in a position to state what would be the strength and the disposition of the German troops which would remain in China for the purpose of safe-guarding German interests.

Viscount Cranborne: We are informed that the military representatives of the Allied Powers consider it necessary to maintain for the present in North China a total force of 6,000 men, exclusive of the Legation Guards at Peking; but we have no information as to the number of men to be furnished by each Power.

KIAO-CHOW.

Mr. Lamberton asked the Under-Secretary for Foreign Affairs if the Government had sent or intended to send British troops to Kiau-chow to assist in maintaining order there.

Viscount Cranborne: No, sir.

The "Cressy" Accident.

Mr. Pretzman, answering Mr. F. Lucas, said that no satisfactory explanation of the accident to the steering gear of His Majesty's ship *Cressy* had yet been obtained. When the cause of the accident had been ascertained, any further inquiry on the subject will be answered.

Torpedo Boat Trial.

The trials were resumed with liquid fuel on 10th ult. on board the *Surya* at Portsmouth, but owing to it is said, to the unsuitable adjustment of the burners, the smoke was as black and dense as it was during the worst phase of the previous trials, and though there was a fair breeze the smoke was too dense to rise.

Naval Manoeuvres.

The naval manoeuvres will begin on or about July 17, and they are expected to be of a most interesting character. Last year's operations were intended to test the extent to which the military in command of the coast defences can co-operate with the fleet. This portion of last summer's exercises proved apparently a complete failure, and it is stated that next month the opportunity will be seized to carry out exercises in which those in charge of the coast defences will again participate. It is hoped with more conclusive and useful results. The manoeuvring fleets will consist of the Channel Squadron, under the command of Vice-Admiral A. R. Wilson, V.C., and the Reserve Squadron. These two collections of ships will be augmented by vessels, principally cruisers, specially commissioned from the Fleet Reserve at the home ports. While the Admiralty have at their command many ships which can be got ready for sea at short notice, there is a dearth of several classes of men, especially at Portsmouth, and consequently the implication of a large naval force may be attended with some difficulty.

Explosion on Torpedo-boat.

An explosion occurred on the 10th ult. on board the torpedo-boat destroyed *Darling*, in Portsmouth Harbour, owing to a tube of a Thorncroft water-tube boiler being blown out. One stoker, named Read, was killed, and the four others in the stokehold were seriously injured. They were removed to Haslar Hospital. Immediately after the report of the explosion was heard heroic attempts were made by the remainder of the crew to reach the lower parts of the ship, but for some time this was impossible, and for long after the four survivors of the stokehold had been removed fruitless efforts were made to recover the body of the unfortunate victim of the disaster. This was eventually done by casting a rope round it. A fire broke out after the explosion, but was subdued in half an hour without much damage being done to the ship.

The Shanghai Garrison.

Mr. Reddick's replies to questions about Germany's alleged intention to establish a garrison at Shanghai have been attentively read in Berlin official circles. His references to this subject are described as having been couched in perfectly correct language, and it is submitted that far too much uneasiness has been exhibited in London commercial and political quarters over an incident which is represented here as totally devoid of political significance, if calmly examined. The Post, commenting on the surprise expressed by the London papers at the fact that 800 German troops are to remain at Shanghai, announces semi-officially that the German troops will be kept in China until the peace negotiations are absolutely settled, and that the French, Japanese, and Russian brigades will also remain. The journal further remarks that the stationing of German troops at Shanghai should give no cause for irritation to the British, and then asks—"or is Shanghai an English city?"

In other German quarters the uneasiness shown in England at the fact that Germany has determined to leave a garrison of two battalions at Shanghai is dismissed with brief ironical remarks, and other papers here agree in saying that England has no right to complain. Shanghai is not English territory, and to speak of a British sphere of interest in the Yangtze Valley is nonsense. England, Germany, and all the other Powers have there equal rights, which in Germany's case are specially recognised in the Anglo-German Agreement.

Many German merchants hope and believe that the main share in the trade development of the Yangtze region will eventually fall, not to Great Britain, but to Germany, and that Germany, in the way of competition, will succeed in ousting Great Britain from its former predominance in Central China.

The views of the German public are frankly expressed by the *Leipziger Neuste Nachrichten*, an organ of Anglophobe tendencies in an article entitled "Great Britain's Diplomatic Defeat on the Yangtze."

From the moment German troops are garrisoned in Shanghai there can on longer be any question of England's right of control over the Yangtze, or of a British protectorate over Central China. We shall see for the future three military Powers with equal rights repre-

sented in China's chief trading place at Shanghai—France and England. The reason why England must withdraw before two competitors—and this in a place where up to now she thought she alone had any rights—can only be sought in diplomatic events which have been going on behind the scenes, and the particulars of which may be traced by certain symptoms. That the British Government can no longer depend on the energy of British merchants with regard to Eastern Asia has long since been indirectly acknowledged, and every Consul's report proves this anew. Even expensive and useless expeditions like that of Lord Beresford's will not alter these facts. Commercially the Yangtze is to-day for England a lost post, in spite of all the diplomatic twaddle. England has now lost the river politically also, and the so-called protectorate of England over the Yangtze Valley is to-day only a nice phrase for speech-making Ministers or for those who wish to become such.

The Boilers of British Ships.

Engineering, in referring to the Babcock and Wilcox marine type of water-tube boiler, says that it hears that it is under consideration whether it would not be advisable to adopt a combination of the cylindrical boiler and the water-tube, using cylindrical boilers for three-fifths of the generating plant, the remaining two-fifths being of the Babcock and Wilcox type, in a British 15,000 indicated-horse-power battleship, which will be engined by Messrs. Harland and Wolff, of Belfast. "If this arrangement were adopted (says our contemporary) the cylindrical boilers would be used for cruising and low power generally working at low pressures, and the water-tube boiler would be brought into service when a sudden increase in power was called for. There are difficulties in connection with the difference in steam pressure, and in the proportioning of the cylinders to suit a varying working pressure. This practice, however, has been adopted in one or two American ships, notably the cruiser *Chicago*, and in several German ships; while in Holland also the Yarrow boiler is used in conjunction with the tank boiler. The decision of the Committee and the Admiralty will be looked forward to with interest."

War Artist's Claim.

Mr. Frank Stewart, who went to South Africa when the war broke out as artist for the *Lady's Pictorial*, recently sued that journal for £276 8s. balance of his account.

Lord Coleridge said the plaintiff was a young man who, in October, 1899, contemplated a visit to South Africa. Thereupon he had an interview with Sir William Ingram, who he (Lord Coleridge) might say was practically the proprietor of the defendant company and of the *Illustrated London News*.

Sir William Ingram entered into an agreement setting forth that the *Sporting and Dramatic News* undertaken to pay Mr. Frank Stewart at the rate of £3 3s. for all drawings used. Plaintiff then went out to the Natal part of the campaign, and from time to time sent home sketches and photographs.

WANTED HIS EXPENSES.

On 30 Jan. plaintiff wrote to Sir William Ingram, asking him to allow him some £20 a month towards his expenses, which were very heavy.

In answer to this communication plaintiff received a telegram: "Soht £50 Standard Bank. All your sketches used. In future send rough note after important events, illustrated." The only means to be placed upon that was that Sir William Ingram accepted the terms.

The plaintiff accordingly remained.

Later on the plaintiff telegraphed asking whether he should or should not stay with Buller's forces. On 19 May plaintiff received a telegram, "Think better stay Buller. Ingram." That, Lord Coleridge submitted, was an intimation that fresh arrangements would be made.

After plaintiff came home he had an interview with Sir William Ingram, and it was agreed that the extra remuneration he should receive should be £10. Plaintiff sent in his account on that basis, when he received a letter from the manager that the board of directors did not care to deviate from the terms of the written agreement.

WINSTON CHURCHILL'S EVIDENCE.

Mr. Winston Churchill, M.P., said he had examined the plaintiff's work, and found them faithful representations of exciting events at the war, and considered them to be of great value in consequence. The expenses of a war correspondent at the front were very considerable.

The jury gave a verdict for the plaintiff for £276 8s., the amount claimed.

PRESENTATION OF WAR MEDALS.

A BRILLIANT PAGEANT AT THE HORSE GUARDS.

THE KING HALE AND VIGOROUS

London, June 13th.

Beautiful weather prevailed yesterday on the occasion of the presentation of war medals by King Edward at the Horse Guards' parade, St. James's Park. There was a brilliant pageant. The King, who was accompanied by Queen Alexandra and Princess Victoria, presented 3,000 medals. The children of the Duke of Cornwall and York sat at an adjacent window and watched the proceedings.

Lord Roberts was the first recipient, and then followed Lord Milner, Sir Godfrey Yeatman-Ladd, Resident Commissioner in Basutoland, members of the Headquarters' Staff, foreign attachés, members of the Naval Staff, generals of division, and household cavalry and guardsmen. Many of the latter were in plain clothes, having been discharged from the army owing to their wounds. Last of all came the City of London, Imperial Volunteers. The Lord Mayor, the Right Hon. Frank Green, the ex-Lord Mayor, Sir A. J. Newton, the Sheriff of the City of London, and the Moorish envoy from Morocco paid special seats to view the ceremony.

King Edward and Queen Alexandra remained for two hours during the presentation of the medals. His Majesty was dressed in the Field Marshal's uniform, and wore the Blue Ribbon of the Garter on his breast. He was hale and vigorous, and handed all the medals to the recipients at the rate of 28 per minute.

The Times refers to the significance of the event, the attitude of the spectators showing that the King had never more faithfully reflected the wishes of the people than in honouring with his own hands the soldiers who had shed their blood to cement the unity of the Empire. The King's action in conferring a medal on Lord Milner—the statesman who was instinctively identified alike by the people and the enemies of the Imperial policy in South Africa, was strictly in accordance with precedent, recalling the presentation of a medal to Lord Canning, the Viceroy of India, after the suppression of the Indian Mutiny, to Lord Elgin, the British Envoy to China, after the China War in 1856, and to Lord Dufferin, after the conquest of Burma.

Many German merchants hope and believe that the main share in the trade development of the Yangtze region will eventually fall, not to Great Britain, but to Germany, and that Germany, in the way of competition, will succeed in ousting Great Britain from its former predominance in Central China.

The views of the German public are frankly expressed by the *Leipziger Neuste Nachrichten*, an organ of Anglophobe tendencies in an article entitled "Great Britain's Diplomatic Defeat on the Yangtze."

From the moment German troops are garrisoned in Shanghai there can on longer be any question of England's right of control over the Yangtze, or of a British protectorate over Central China. We shall see for the future three military Powers with equal rights repre-

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL RECEIVER in Bankruptcy to Sell by PUBLIC AUCTION, BY ORDER OF THE COURT, Suit No. 63 of 1901, Original Jurisdiction, THE OFFICIAL RECEIVER IN BANKRUPTCY versus G. C. MASTER and Others.

THURSDAY, the 18th July, 1901, at 2.30 P.M., at their Sales Rooms, Ice House Street, 8 NEW SINGER'S HAND SEWING MACHINES. And 23 NEW SINGER'S TREADLE SEWING MACHINES.

NOW ON VIEW: TERMS.—As Usual.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Hongkong, 13th July, 1901. [74c]

G. C. MASTER and Others.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up installations, if required.

NOTE ADDRESS—ICE HOUSE ROAD.

For full Particulars, &c., &c.

Apply to

W. STUART HARRISON,

Manager.

Hongkong, 13th December, 1900.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAY, CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, & EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th May, 1900.

DROZ & CO., WATCH MANUFACTURES, STEAM FACTORY ESTABLISHED 1864, ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOGRAPHS, TRADE MARKS: MAXIM, BERNIA, &c.

REPAIRS of WATCHES and CLOCKS by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL Hongkong, 15th May, 1901.

Intimations.

EYE-SIGHT.

M. N. LAZARUS.
Occult-Optician of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL). Business hours—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring glasses only to correct and cure. Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.
Sole Agents for CLEMENTS' WHEELS.
"OMEGA" is THE BEST.
at QUEEN'S ROAD,
Watson's Building.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, is employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed?

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectively superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been *too* much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early effort, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/-9d and 1/-6d. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamps (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manilla.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel, during her stay in Hongkong Harbour:

SEA WITCH, American ship, Howes.—Master.

ADOLPH ORPUG, American ship, Amesbury.—Standard Oil Co.

VISITORS AT THE HONGKONG HOTEL.

Andrews, Mr. D. A.

Angus, Mrs. E.

Arnold, Mr. H.

Auld, Mr. J. S.

Bailey, Mr. W. S.

Benjamin, Mr. David

Beringer, Mr. F. J. G.

Black, Mr. J.

Bowers, Mr. A. B.

Brettmann, Mr. R. J.

Brown, R.E., Major W.

B. B.

Brown, Mr. J.

Bruce, Mr. and Mrs.

Busisow, Mr.

Buttrick, Lt. and Mrs.

Cameron, Mr. D. H.

Clark, Dr. & Mrs. F.

Cole, Mr. G. E.

Colson, Mr. J. S.

Cunningham, Mr. P. A.

Denroche, Mr. P. C.

Devilbiss, Mr. D. M.

Dickson, Mr. A. J.

Discombe, Mr. G. M.

Dorrell, R.A., Major

Dyson, Capt. P. S.

Fernald, Mr. and Mrs.

Finlay, Mr. A. J.

Flory, Mr. P.

French, Mr. R.

Gibson, Mr. Kennedy

Glover, Mr. C.

Goddard, Mr. W. W.

Granger, Mr. E.

Grant, Mr. J. A.

Griffith, Mr. A. E.

Harold, Mr. W.

Howard, Mr. H. J.

Howard, Mr. Thos.

Hughes, Mr. W. K.

Huke, Mr. A. N.

Irving, Mr. E. N.

Jackson, Mr. R. H.

Johansen, Mr. and Mrs.

Joseph, Mr. & Mrs. E. S.

KOWLOON HOTEL.

Brandstetter, Capt.

Larkton, Mr. R. W.

Mitchell, Mr. R. H. B.

Salter, Mr. D. W.

The Share Market.

LATEST QUOTATIONS.

(July 16th).

Companies. Paid up Capital. Latest quotation.

Banks.

Hongkong & Shanghai Banking Cor-

poration..... \$125 400 % premium

The Bank of China & Japan, Limited. (Preference)..... \$5 Nominal

The Bank of China & Japan, Limited. (Ordinary)..... \$4 4%

The Bank of China & Japan, Limited. (Deferred)..... \$1 55 buyers

National Bank of China, Ltd..... \$8 27 buyers

Do. Founders..... \$15 sellers

Marine Insurances.

Union Ins. Society of Canton, Ltd..... \$50 \$340

China Traders' Ins. Co., Ltd..... \$25 \$60 sellers

North China Ins. Co., Ltd..... \$25 Tls. 180

Yangtze Ins. Assoc. Ltd..... \$6 \$125 nominal

Canton Ins. Office, Co., Ltd..... \$50 \$180 sellers

Straits Ins. Co., Ltd..... \$20 \$1

Fire Insurance.

Hongkong Fire Ins. Co., Ltd..... \$50 \$350 sellers

China Fire Ins. Co., Ltd..... \$20 \$85 sellers

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited..... \$15 \$36 sellers

Indo-China Steam Navigation Co., Ltd..... \$10 \$150 buyers

China & Manilla S.S. Co., Ltd..... \$40 \$52 sales

Douglas Steamship Co., Ltd..... \$50 \$56 sellers

China Mutual S. N. Co., Ltd.—(Ovary)..... \$10 \$12 buyers

China Mutual S. N. Co., Ltd.—(Ovary)..... \$10 \$12 buyers

Star Ferry Co., Ltd..... \$5 57 buyers

"Shell" Transport & Trading Co., Ltd..... \$1 12/6

Refineries.

China Sugar Refining Co., Ltd..... \$100 \$144 sellers

Luzon Sugar Refining Co., Ltd..... \$100 \$36 sellers

Mining.

Punjom Mining Co., Ltd..... \$9 55 sellers

Punjom Mining Pre-serves Shares.

Societe Francaise des Charbonnages du Tonkin..... Fcs. 250 \$325

Queen Mines, Ltd..... 25 cts. 5 cents

Telebu Mining and Trading Co., Ltd..... \$5 \$47 sellers

Raub Alian Gold Mining Co., Ltd..... 18s. 10d. \$12.90 buyers

Oliver, Freehold Mines, Ltd. A. \$5 51

Oliver's Freehold Mines, Ltd. B. \$5 51

Books, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd..... \$50 \$310 sellers

Hongkong and Kowloon Wharf & Dock Co., Ltd..... \$50 \$103 sellers

Wanchai Warehouse & Storage Co., Ltd..... \$37 nominal

New Amoy Dock Co., Ltd..... \$6 23/4 buyers

Lands, Hotels and Buildings.

China Provident Loan & Mortgage Co., Ltd..... 10 \$9.85 sellers

Hongkong Land Investment & Agency Co., Ltd..... \$100 \$168 sales

Kowloon Land and Building Co., Ltd..... \$30 \$30 sellers

West Point Building Co., Ltd..... \$50 \$54

Hongkong Hotel Co., Ltd..... \$50 \$130 buyers

Oriental Hotel Co., Ltd..... \$50 \$70

Humphrey's Estate & Finance Co., Ltd..... \$10 \$131 sellers

Cotton Mills.

Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd..... \$100 \$105 buyers

Ewo Cotton Spinning & W. Co., Ltd..... Tls. 100 Tls. 50 sellers

International Cotton Mfg. Co., Ltd..... Tls. 100 Tls. 40

Green Island Cement Co., Ltd..... \$10 \$10 buyers

China-Borneo Co., Ltd..... \$15 \$30 sellers

Limited..... \$10 \$16

Watkins, Limited..... \$10 \$10 buyers

Hongkong Electric Co., Ltd..... \$10